NOTED MAINLANDERS ARE ABOARD GREAT NORTHERN ON TRIP HERE

Many Railroad Officials Mak-| Beyers of the Chicago and Northwesting First Trip to Island Territory

The Hawaiian cruise of the Great Northern brings to the islands a large number of people from the States who are noted in their different lines of endeavor. Among these is a large sprinkling of railway officials, many of whom are making their first visit to the Paradise of the Pacific.

One of the important parties aboard the liner is made up of Mr. and Mrs. Walter J. Hill and daughter, and Dr. James J. Hill, owner of the Northern Pacific, Burlington and Great Northern Railway systems, and also owner of the Great Northern and Great Northern Pacific Steamship fleets. Dr. Freeman is Mr. Hill's personal friend and family physician, and the entire party is making a first visit to Hawaii.

The Great Northern Railway is also represented by Mrs. P. I. Howe, one of with the ship until she enters her regular service between San Francisco and Portlan i.

Mr. A. G Ray is another official of the Great Northern Railway who. with Mrs. Ray, has accompanied the steamship the bughout her cruise from the Atlantic.

its general passinger agent, who is accompanied by his wife and son.

Judge H. C. Carey of Washington an inspection. state, with Mrs. Carey, heads a party which includes Mr. A. H. Gilman and Miss Gilman, son and daughter of President L. C. Gilman of the Spokane, Portland and Seattle Railway, which is great Northern system.

Sesides those already mentioned the Breckenridge, Mrs. H. W Byers, Mrs. Breckenridge, Mrs. H. W Byers, Mrs. Breckenridge, Mrs. H. W Byers, Mrs. By DOUGLAS WHITE.

M. Bell, Mrs. A. B. Barker, Dr. J. S. Beagle, E. M. Bots- Mrs. J. S. Beagle, Mrs. E. M. Bots- ford, Mrs. E. Bueson, C. G. Great Northern's trip and the steamer, less, A. Brady, Mrs. L. Bueson, C. G. Bamberger, H. Is known to many people in Honolulu.

ern Railway.

Mr. G. Holderhoff of the Santa Fe coast lines is accompanied by Mrs. Holderhoff and the Northern Pacific is represented by T. K. Stateler, general agent at San Francisco. Among the railroad officials aboard

the new liner is Douglas White, general industrial agent of the Salt Lake Route, which is the transcontinental short line built by Senator Clark of Montana, which connects Los Angeles with the intermountain country and thence east by the Union Pacific. Mr. White is no stranger to Honoluly, he and Mrs. C. D. Freeman with their having been for years connected with two calldren. Mr. Hill is the son of the Hearst papers before entering the railroad service. In addition to several visits in early days Mr. White was one of the prominent war correspendents who spent considerable time here at the beginning of the Spanish war. Mrs. White accompanies her husband, making her first visit to Hawaii.

Pacifie Coast journalism is represented by Mr. A. I. Pish of the Portits directors, who has been with the land, Oregon Journal, and R. E. Max-Great Northern from her departure from Philadelphia and will remain with the ship until she enters her registed by their wives. Mr. Maxfield is also president of the Seattle Ad Club. A party of New Yorkers has traveled with the ship from its start on the

Atlantic coast, and includes Mr. A. Dingwell, the well known theatrical manager, and Mr. S. H. Hoff. On the passenger list is the name of

Mr. L. J. Ollier, general sales agent The traffic department of the of the Studebaker Corporation. Mrs. M. Bunker, L. B. Brown and two children, Mrs. H. Great Northern Pacific Company is Ollier is with her husband and they Burden, Miss M. M. Bennett, Miss M. represented by Mr. A. B. Dennison, came to see the beauties of the islands while, at the same time, Mr. Ollier will give his Hawaiian agencies Boole, Miss E. J. Boole, H. Barker,

Portland and Seattle Inilway, which is part of the Great Northern system, and also president of the Great Northern strip and the steamer, and also president of the Great Northern's trip and the steamer, and also president of the Great Northern's trip and the steamer, and also president of the Great Northern's trip and the steamer, and also president of the Great Northern's trip and the steamer, and also president of the Great Northern's trip and the steamer, and seem of the Great Northern's trip and the steamer, and seem of the Great Northern's trip and the steamer, and seem of the Great Northern's trip and the steamer, and seem of the Great Northern's trip and the steamer, and seem of the known to many people in Honolulu. Bamberger, Mrs. E. Grandall, Mrs. H. Clark, Mrs. C. G. Bamberger, H. E. Crandall, Mrs. E. Crandall, Mrs. E. Crandall, Mrs. E. Crandall, Mrs. E. Clark, Mrs. E. S. Chence, E. Clark, Mrs. E. S. Chence, E. S. Crocker, Mrs. E. S. Chence, W. E. Crocker, Mrs. E. S. Chence, W. E. S. Crocker, Mrs. E. S. Chence, W. E. S. Chaffee, W. E. S. Chaf

HAPPY CROWD OF TOURISTS

see, and an orchestra, together with In addition to eight officers, the big

kiki," and several other appropriate songs were rendered as the launch cir-oled the Great Northern awaiting the health officer's inspection. Shortly the official boarding party and the city's chief executive gave a brief address of wel-Walter J. Hill Enthusiastic.

said. "and at last my dream is to be A large number of the passengers realized. I have tried many times to arriving on the Great Northern are get out here, but until this time my touring Moansius by auto minted with many people in this whom I met on the mainland."

day that efforts are being made to stepone departure until Wednesday walian luan with music and other enth to enjoy the Carnival, scenery and country. A program of enter-tainment, or rather of sightseeing, was arranged last night and was post-ed on the bulletin board,

method of supplying entertainment.
Mayor Lane was introduced to Mayor
A. E. Bunker of Pacific Grove, California, on the ship this morning and the official "salute" was given.

General Joseph C. Breckenridge of ton, D. C., one of the American leaders in the Spanish war, was included among the Great Northern had remained in San Francisco and Los Angeles 30 days longer before sailing for Honolulu the vessel undoubtedly would have brought more than 400 tourists to the islands.

At 9:30 this morning 219 lei-bedecked passengers had filed down the garding to Pier 7, where more than a thousand Honolulans who constituted themselves a general reconstituted themselves and filed down the great filed to a newly added ship where joining a popular filed this ship like a baby added ship where joining a popular filed this ship like a baby added ship where joining a popular filed this ship like a baby added ship where joining a popular filed themselves and the general reconstitution and the general reco tion committee had gathered.

The Great Northern's lines call for speed. With the exception of a few minor breaks in the machinery all the delay in boarding." went amouthly. The Great Northern was turned over to the owners by the builders within 48 hours of its com-

oat in a isunch.
"Aloha Oe," "On the Beach at Wai- of 206 men in the several departments.
Had the liner been driven to its top speed, it would have reached quaran-tine before 8 o'clock last night. A Hall, J. C. Harvey, M. H. Hall, Mrs. ers was a record of 24 3-4 knots. But

More than an hour's delay was aused by the failure to bring the Walter J. Hill son of James J. Hill fording a lee for the boarding squad.
The federal quarantine authorities lay of railroad fame, was one of the most enthusiastic of the visitors. To Mayor the blame at the door of Pilot Lorenz-tane and the Star-Bulletin he voiced his enthusiasm.

"I have been looking forward for tageous position for quick boarding.

"The lederal quarantine authorities lay the blame at the door of Pilot Lorenz-tageous position for quick boarding.

The Local Tour.

orts were unsuccessful. It was afternoon, the trip having been are gely through my efforts that the ranged by the Paradise Tours Company. Those not making the trip will have a change to see the Hawaiian nd Lawrence Judd and Harold Cas-le of Honolulu and I am personally At 8:30 o'clock tomorrow mernin At 8:30 o'clock tomorrow mernin a round-the-island trip will start from The boat was due to leave on the ready have signified their intention of

> honor of the captain of the Great Northern and several of the promin

wallan luau with music and other en-

ent passengers on board. wireless clicked frequently this Tonight and tomorrow the visitor will have an opportunity of witness ing several of the events of the Mid-Pacific Carnival. Many of the visitors have friends in Honolulu by whom they are being entertained during their stay.

> H. P. Wood, in a letter received from him by the Promotion Committee today, says that if the Great

A passenger aboard the Great Northern declared today that the passen-

pletien. That gave little time to try or bruised when a train on the Long bor, I'll delegate Bill Larsen. He can her regular service between Portland, ship like her in the Pacific for steadithe vessel.

Island Railroad jumped the track near come out and filibuster with the Ore., and San Francisco. This was ness and comfort and as to the speed.

The Great Northern brought 650 Woodhaven Junction.

LINER GREAT NORTHERN AS SHE DOCKED TODAY AND PART OF BIG CROWD PRESENT



THE GREAT NORTHERN

H. Auernheimer, Mrs. H. Auernheimer, Miss F. Adams, W. Bunker, T. Bennett, A. E. Bunker, J. Becker, F. Miss H. Bodine, Mrs. S. F. Breckenern Pacific, and includes Mrs. and Co., Mflwaukee; Mr. and Mrs. Withen Miss Hendricks, wife and daughter of bury of Los Angeles, Capt. B. McLain Traffic Manager J. T. Hendricks of and son of Philadelphia, Capt. and the Western Pacific, and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Western Pacific, and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Western Pacific, and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Western Pacific and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Western Pacific and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Western Pacific and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Western Pacific and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Western Pacific and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Western Pacific and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Pacific's Diagnorm of the Pacific's Diagnorm of the Pacific's Diagnorm of the Western Pacific and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Pacific and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias, Miss E. Coolidge, A. W. Diagnorm of the Pacific and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias and Mrs. H. W. Mrs. G. H. Fouratt of the Southern Codias and Mrs. H. W. Mrs. G. H. Fouratt of wall, A. B. C. Denniston, Mrs. A. B. C. history. L. L. Dukue, L. A. Ely, J. E. English, Fouratt, Mrs G. M. Fouratt, Mrs. G. T.
Fleming, Dr. C. D. Freeman, Mrs. C.
D. Freeman, two children and maid.
W. F. Garby, Miss G. Groover, Miss
A. Gillman, B. H. Gillman, Miss L.
Hunt, Mrs. Hayes, J. Hicks, P. L.
Yards at Philadelphia for her several Mrs. G. Holterhoff, L. E. Hewes, Mrs. child, Mrs. L. R. Jarvis, P. M. Justice, Mrs. P. M. Justice, Miss J. Justisson,

King, A. C. Kurz, Miss F. McClaine, to the time of nearly two knots an Miss E. McClaine, J. M. Montgomery, G. H. McNulty, Mrs. G. Meyers, Mrs. J. McKinley, Mrs. F. G. McMicken, J. H. McCarthy, Mrs. J. H. McCarthy, F. McKercher, Miss M. McCann, F. Miri-cle, Mrs. F. Miricle, Mrs. G. H. McNulty, B. McLain, B. McLain, Jr., Mrs. A. St. John Newberry, J. S. Newberry, Miss C. Opie, R. O'Connor, Mrs. R. O'Conner, C. Osner, Mrs. C. Osner, L. J. Oliyer, Mrs. L. J. Ollyer, Mrs. J. Paulson, H. P. Ogue, Miss L. Paulson, Rev. D. W. Petry, Mrs. E. L. Price, Rev. B. M. Palmer, Miss M. Ruther-ford, Mrs. E. S. Rutherford, A. G. Ray, Mrs A. G. Ray, G. A. Robinson, Miss under the American flag. A. Ryan, Mrs. D. F. Robertson, Miss M. Ratzer, J. Ratzer, H. R. Robinson, Mrs. H. R. Robinson, H. T. Ross, Mrs. H. T. Ross, Mrs. M. F. Rude, Rev. J. P. Sheridan, R. E. Maxfield, Mrs. R. E. Maxfield, Miss J. McDevitt, Mrs. E. M. Munsill, M. Munsill, J. H. McDonald, Mrs. J. H. McDonald, Miss Ruth A luncheon probably will be given McDonaid, G. P. McDonald, Miss Ruth McDonaid, G. P. Meade, H. E. Carney, Miss L. P. Stout, Dr. L. B. Sperry, Mrs. A. J. Stiller man, Miss E. Siliman, R. G. Schulder, T. K. Statler, Mrs. G. T. Terschuran, Beats the Schedule. H. Uihlein, A. Von Koenig, Mrs. J. K. Wheatly and child, C. A. Wilber, Miss M. Wagar, Mrs. E. F. Wells, W. Waiman, A. Wilton, Mrs. C. B. Wetherby.

NO SEADOGS IN PARTY TO WELCOME BIG SHIP: ALL LEAN OVER RAIL

Mrs. J. E. Willis, Carl Wreden, B. F.

White, R. White, Wm. Wilke, Mrs. W.

Wilke, Miss J. Williams, E. Wortman,

Mrs. F. E. Wray, C. Wfl Withenburg,

Mrs. C. W. Withenburg, D. White,

Mrs. D. White, C. B. Younger, Mrs. C.

seamanship.

port I'll be waiting on the wharf and record of the Pacific's most modern steam rings around anything that now not in a launch," the mayor said, be passenger carrier, her traffic manager. sails the Pacific and more than that, tween groans, "and if a representative Mr. Cal. Stone, had figured out an she will do any such speed trick in. Hundreds of commuters received a tween groans, and if a representative Mr. Cal. Stone, had figured out an she will do any such speed trick in severe shock and a few were injured of the city is needed outside the har-other stunt for her before she took up any kind of a sea. There is not a

THE BIG LINER GREAT N

Douglas White Writes of the Trip and Some of Its Incidents -Speed Steamer Can Do Even Better Than Its Present Paradise they visited at the western is Purser S. M. Williams. For years Record-New "Queen of the Pacific"

Big Broom is Up.

Denniston, Master R. Denniston, Mrs. | When James J. Hill gave orders to J. P. Davies, Miss Ft Dauforth, H. J. the Cramps that they build for him Donau, Mrs. H. J. Donau, F. L. Duque, two ships capable of equaling the speed of the fastest Pacific Coast Mrs. J. C. English, Mrs. H. C. Ewing, railway trains he hardly realized how. J. B. Fenn, A. L. Pish, Mrs. A. L. Fish, well his orders were to be filled, or F. J. Fahey, Mrs F. J. Fahey, G. M. that the first of these sister ships

Howe, Mrs. P. L. Howe, G. Holterhoff, trial trips. She had been guaranteed to make a speed of 23 knots under all L. E. Hewes, V. Hill, Mrs. V. Hill, A. ordinary sea conditions, and the first canvass of the passengers by officers inspection. Shortly after eight o'clock the yellow flag was lowered and the welcome committee boarded the steamer. The lei girls decked each passenger with wreaths and the gies club entertained the vistors at breakfast. In the dining sate of the passengers by officers high. A line official boarding party once gaintime setors o'clock last night. A line official striped. A line official striped in the passengers by officers by officers of the passengers of the passengers by officers of the passengers of gale this new creation in maritime Mrs. L. D. Jones, A. Keech, C. Kuma-construction drove her way up the At-ka, R. Kelly, Mrs. R. Kelly, Miss A. lantic coast as far as Rockland, Maine, hour better than the guarantee made by her confident builders. And she did these paces without a rack on her tables at meal times and her action in the various heavy seaways fulfiled those yarns of the ancient sea dog who pictured the quiet joys of "going to sea in a church." Thus there was a wonderful stability in a seaway added to her record for marvelous speed and it was clearly shown that nothing of comfort for her passengers had been sacrinced when her builders made her the speediest passenger ship

> Then came weeks of rush and skilful maneuvering in order that this new "Queen of the Seas" might be ready to make history by carrying through the Panama canal not only the first but the most distinguished party of excursionists that ever visited the Pacific coast. The Great Northern was to be the pioneer of all excursion steamships through the great ditch and her schedule was so timed as to bring her to San Francisco just ahead of the opening of the great exposition,

Not a moment had been left for leeway in her schedule, yet the great steamship made a reserve of time for herself by tying up at the docks in San Diego one and one-half days ahead of time after having made, by long ways, the fastest run ever recorded between the western entrance to the canal and California's first port B. Younger and child, Miss Ruth of call.

Even her six hundred and four passengers were amazed at the Great Northern's steaming ability and the amazement was only excelled by wonder at the magnificence of the fittings that had been subbdied in the ship's construction and equipment.

The greetings effended to a newly

set the stomachs of several Honolu- arrival at each port was an evation, trips she never had less than two boil-Captain Ahman's Tribute.

"I never trod the bridge of a finer ship than this," said Captain A. Ahs.

She is an excellent seal there want are said the stood up and his order, these was Mayor Lane. The executive confessed his lack of absolute ship and made a very unfortunate in tive confessed his lack of absolute seal that we run against."

I never trod the bridge of a finer of course, went, but it delayed the these was Mayor Lane. The executive confessed his lack of absolute seal that the bridge of a finer of course, went, but it delayed the tive confessed his lack of absolute only western hospitality can receive. That we run against." Another Stunt.

wall, which would include the tearing to pieces of several Pacific ocean records and as Mr. Stone figured it, the carrying of the largest excursion party that ever made Hawaii its terminal. Some of the wise ones said. neither of these objects would be accomplished but tonight the Great Northern is swinging at her anchor on Honolulu's quarantine grounds with 241 excursionists sleeping in her cab-

The former records between Pacific coast ports and Honolulu exist only as a tattered memory, the big broom is way up aloft at the truck of the Great Northern's foremast, and her passenger list shows the largest number of purely island excursionist ever landed at this port.

From first to last the cruise islandward has been ideal. A rapid run down the coast from San Francisco to Los Angeles and then a beautiful midday departure from the end of the great breakwater.

Right there the Great Northern assumed a handicap for the steaming distance from Los Angeles harbor to Honolulu is 2246 miles as against 2080 from San Francisco.

First day out clear with a bright crispiness 'n the air and a smooth sea.

Time of departure, 1:56 p. m., Wednesday, February 17. Record for first one of the best known steamship men 22 hours, 22.3 knots per hour. Pas. in the Pacific, is assuming similar dusengers delighted and surprised at the ties in the big steamer Great Northsuperb excellence of the service and ern. Williams joined the steamer on

Down Comes Gale.
Then the old Pacific seemed to think it had made things altogether the Great Northern as a fast and seatoo nice for this stranger from the worthy boat. Purser Williams receiveastern seaboard, and sent down a ed a hearty welcome from a host howling gale from the west that tore along at a 60-mile gate "Nothing do-ing," said the Great Northern as she shook her head and dashed the spray over her masthead. Nine hours of this grind and then the Pacific gave it up, for not only had the ship's speed increased to 22.4 knots but she had ridden every sea so easily as to not shake anything adrift either in cabins or on deck. Record for full second day, 22.6 knots per hour.

So it has gone until tonight the glitter of Molokai's light greeted us at 8:33 p. m., with the light on Kakapuu raised fust 13 minutes later and an arrival recorded at 11:30 a. m., giving to the Great Northern the record passage from the California coast of four days 10 hours and 43 minutes.

The best previous record stood at four days 18 hours made by the Stberia in her palmiest days when Commodore Seabury drove her to the limit and that too over the course from San Francisco. It is not hard to figure how much lower the new record would have gone had the short course been followed instead of the Los Angeles-Honolulu pathway. It would have meant a lowering of the figures to about an even four days. Still the present is plenty good enough for the first try and I desire to put one thing on record. At no time was the Great Northern even let out, to say nothing of driving.

What Can She Do? I had a little confab tonight up in the captain's quarters with Captain Ahman and Chief Engineer Spencer. 'What can she really do, gentlemen?" I asked these officers who

"I will tell you what she will do," "The next time a steamer comes to While all this was going into the interrupted the captain. "She will

FIRE-PROOF STORAGE

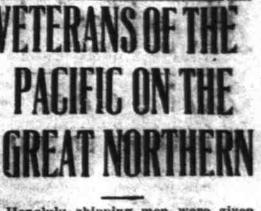
JAMES H. LOVE

LOVE'S BAKERY

sleeve to tear down any record ever scored on this ocean. We are going back to California in record time and I think we will tear off a few hours from our outbound figures. Then, do you realize the next move? Up till now we have been cutting pieces off steamship records but when we get busy between Portland and San Francisco it will be a race with railroad trains and pretty good trains, too. But I know the finish. It will be the Great Northern's race with the railroad a fair second, for we are going to make good our promises on that road can."

est cruise ever made to Honolulu. I Railway fleet. also told them Honolulu would, right Chief Engine now, be at her best and I never for a moment feared the sutcome of both predictions. The most seantiful and speedy craft on the Pacific has brought a host of enthusiastic visitors to view the beauties of Hawaii at Carnival time and they are going back to not alone sing the praises of the ship.

By far the best known officer



Honolulu shipping men were given coast run to give our passengers as opportunity to welcome a number of good if not better time than the rail- veterans in the transpacific service among the official family in the Great So there you are, a ship designed, Northern,

built and commissioned to outclass a The Great Northern is commanded railroad train. Is it any wonder she by Capt. A. Ahman, who has often viscreates havoc with steamship records? ited this port as an officer of the Pa-I told a lot of people that the Great cific Mail, and who has lately been Northern would give them the great with the ships of the Great Northern

Chief Engineer T. W. Spencer comes from the coastwise fleet of the Pacific Coast Steamship Company. From the Pacific Mail comes Chief

Officer A. T. Hunter, who has often

aboard the new Palace of the Pacific end of their journey. Aloha nul, Ha Purser Williams has been a familiar figure to transpacific travelers, his record covering service aboard ships of the Pacific Mail, the T. K. K. line and the Oceanic fleet, from which latter service he retired to accept his present position with the Great Northern. Purser Williams has also seen service along the California coast with the Pacific Coast steamship fleet and aboard the crack steamship Hervard of the Pacific Navigation Company. As purser of the Sterra Mr. Williams became best known to Honolulu and his change from that ship to his present billet deprived the Oceanic fleet

of a most popular officer.

J. S. Ford is aboard the Great Northern as assistant purser, having been transferred from the Minnesota of the Great Northern Railroad fleet. Chief Steward T. M. Burns comes

from the Arctic Club of Seattle to his first position as chief commissary of-ficer of a Pacific ship.

CARE OF GERMANS IN TSINGTAU LAID BEFORE U. S. BY BERNSTORFF

[Associated Press by Federal Wireless] WASHINGTON, D. C., Feb. 20,-Count von Bernstorff, the German ambaseador, today made inquiries at the state department concerning the care of German civilians at Teingtau.

the east coast and had his first view of the Panama canal from the deck of the vessel. He has much praise for Honolulans today.

STAR-BULLETIN GIVES YOU TODAY

Repaired ALL WORK ABSOLUTELY

GUARANTEED, ALL MAN-NER OF ELECTRIC WORK SATISFACTORILY AND REASONABLY HANDLED.



Hawaiian Souvenirs and Jewelry

and pillow tops. Especially beautiful small scenic tapestries

Hawaiian Jewelry

Cor. King and Bethel Sts.

the Visitors

ARRIVING ON THE S.S.

Great Northern

GREETINGS:

Here is the REXALL Store, Home of REXALL PREP-ARATIONS. The only place in Honolulu where

HAAS CANDY

is sold. The place you will come to for Toilet Articles, Bathing Caps and Drug Supplies such as you get back home. MAKE THIS STORE YOUR HEADQUARTERS. Free telephone.

Fort and Hotel Sts.

The Rezall Store. Open Until 11:15 p. m.